Where the placement of a required bond is impractical or impossible, the monumentation shall be provided by an approved alternate method.

At least one right-of-way bound per roadway shall be designated as a project benchmark. The elevation of each designated bound shall be determined and recorded on the as-built plans submitted to the Town. The reference elevation shall be the United States Geodetic Survey (USGS) system, if a USGS reference marker is located within 1,000 feet of the subdivision. Prior to the issuance of an occupancy permit, all monumentation must be verified by the Code Enforcement Officer or Town's Agent and/or certified by NH Licensed Land Surveyor.

Each stone bound shall be provided with a metal rod sufficient in size and volume to elicit a response from a portable metal detection device. It is preferable that the iron rod be embedded in the stone bound.

3.0 ROAD DESIGN STANDARDS

3.1 Street System

a. Reserve strips controlling access to roads shall be prohibited except where their control is definitely placed in the Town under conditions approved by the Planning Board.

b. Street jogs with centerline offsets of less than 125 feet shall not be permitted.

c. Roads shall be designed to intersect as nearly as possible at right angles and no street shall intersect any other street at less than 60 degrees. The centerlines of no more than two accepted rights-of-way shall intersect at any one point.

d. Cul-de-sac roads shall be provided with a paved Town approved turn-around conforming to Exhibits F, G or H (by approval of Planning Board only). Such turn-around to be removed at the time of extension or connection of such dead-end roads.

e. Road grades shall conform to those specified in the Table of Geometric Standards of these regulations.

3.2 TABLE OF GEOMETRIC STANDARDS

Item Description	*Type of Roadway*	
	Arterial	***Non-Arterial***
Travel Way Width, each lane	13’	12’
Shoulder Width, unpaved	DNA	4’
Hot Bituminous Pavement widths		
1” Wearing Course (Type E)	26’	24’
2” Binder Course (Type B) - no curbing		24’ 6”
- with curbing		26’ 6”
3” Binder Course (Type B)	28’ 6”	
Base Course Material Thickness		
Crushed Gravel	12”	6”
Gravel	12”	12”
Sand in Ledge Areas	24”	24”
Face of Guardrail Offset From Centerline	16’	15’
Minimum Cross Slope	3%	3%
Maximum Cross Slope (Superelevation)	8%	4%
Right-Of-Way Width	75’	50’
Design Speed	45 mph	
Collector Road		35 mph
Local Road		30 mph
Maximum Vertical Grade (Profile)	6%	8%
Minimum Vertical Grade (Profile)	.75%	.75%
Minimum Angle of Intersection (Degrees)	60	60
Sidewalk - Width (Minimum)	8’	
- Hot Bituminous Pavement Thickness	2”	
- Concrete Pavement (Un-reinforced)	4”	
- Crushed Gravel Base	6”	
Curb, EOP, & ROW Radii at Intersections	40’	35’

NOTES:

a. The reference manual to be used in determining the requirements for stopping sight distances (vertical and horizontal), intersection sight distance, minimum centerline radius, superelevation runoffs and other miscellaneous design criteria is the 1990 edition (or latest edition) of the American Association of State Highway and Transportation Officials' (AASHTO) "A Policy on Geometric Design of Highways and Streets".

b. The Planning Board shall determine the functional classification of a proposed roadway and associated design speed.

c. In no way are these Guidelines/Regulations to be considered a substitute for sound engineering judgment.

d. See Exhibits A, B, C, D and E for typical roadway sections and construction details.